Tacoma in Port From the Orient

Northern Pacific Liner Arrived Yesterday Morning With Good Cargo.

Schooner Victoria Reaches West Coast With 402 Skins From Behring Sea.

(From Friday's Daily.)

The steamer Tacoma of the Northern Pacific line, Capt. Ridley, reached port yesterday morning from the Orient after a stormy passage. Two heavy gales were encountered en route, one on the 9th inst., and another on the 14th inst., the former from the northeast and the second storm from the southeast. Seas broke over the steamer and during the second gale a big sea broke the engine room skylight and drenched the engineers below. The steamer brought a cargo of 2,700 tons of general freight, including heavy shipments of matting, of which there was some 12,220 rolls on board, and a large consignment of tea, including nine thousand cases. The steamer landed 112 tons of general freight at the ocean dock. She had no saloon passengers, but brought 124 steerage, of whom 81 were landed here. There were 72 Chinese and nine Japanese, all of whom failed to pass the immigration inspectors and were passed on to the United States. Of the Chinese who landed here 47 are for Vancouver.

Officers of the Tacoma, as told in another column told of increasing war preparations in the Orient, and of the grave aspect of the situation when the steamer sailed. The purser of the steamer noted with laughter the remarks credited to him in an evening paper, in which he is made to say that "There are not as many evidences of war now as there were when the Tacoma was in the Orient on her previous trip." This is absurd, he said. Everyone knows that every day more preparations for any contingency that may arise are being made, and the Japanese are now quite ready for an outbreak, if the negotiations now on are not successful.

Several liners are now en route to Victoria from the Orient. The steamer Tartar of the C. P. R. line sailed from Yokohama on Saturday last and is due a week hence. The steamer Lyra, which is bringing the first large cargo of hemp brought to this part of the Pacific from Manila, is about due, she having sailed from Kobe about the same time as the Tacoma, which arrived yesterday, left Yokohama. The steamer Kaga Maru of the Nippon Yusen Kaisha line sailed from Yokohama on Tuesday and is due on November 3rd. The steamer Victoria of the Northern Pacific line will sail today from Yokohama en route here.

VICTORIA REPORTED.

Sealing Schooner Has Reached Hesquoit With 402 Skins.

Another schooner of the Behring sea fleet has arrived off the Vancouver island coast en route to port from the Behring sea. A special despatch to the Colonist received yesterday morning from its correspondent at Clayoquot states that the schooner Victoria is off Hesquoit, where she has called to land her Indians, with a catch of 402 skins. This is a larger catch than the same schooner took for the entire season last year, when her total catch on the British Columbia coast and in Behring sea combined amounted to 368 skins. Last year she took 225 skins in the Behring sea. The schooner Carrie C. W., which, as was reported in the Colonist a few days ago, had arrived at Clayoquot to land her Indians, with 833 skins, is expected to arrive at any time. None of the other schooners have yet reported off the island coast, but on the return of the steamer Queen City, which is making her long trip to Cape Scott and way ports, it is expected that many of the vessels will be reported.

CAPTAIN CENSURED.

Master of Wrecked South Portland "Criminally Negligent."

Capt. McIntyre of the wrecked steamer South Portland, is found criminally negligent by the coroner's jury at Port Orford, which found the following verdict: "We find that Charles L. Huson came to his death from exposure upon a life raft, having been wrecked on the steamer South Portland October 19. We further find from the evidence that Capt. J. B. McIntyre was criminally negligent in his duties as master in abandoning the wrecked steamer before seeing to the safety of the passengers and crew."

There are still 21 missing from the wrecked vessel. The steamer Spokane, on arrival at San Francisco, landed four survivors picked up from a raft. They were all but exhausted when rescued. Their names are Arthur Ravens, second officer; Charles Blomberg, seaman; F. Johansen, seaman, and Ole Glunderson, seaman.

Eight other men who were on the raft with the above survivors when it left the South Portland, succumbed and sank as their frail support was cast about by the waves. Their names are not known by those who were saved. Several hours after these men were taken on board the Spokane, the starboard lifeboat of the wrecked vessel, in which seven or eight men left the sinking steamer, was seen floating empty on the ocean. It is now believed that all of the passengers and crew not already accounted for have perished.

FRENCH BARK LOST.

Sixteen of Her Crew Missing in the Vessel's Boats.

A cable from Honolulu reports that the French bark Constable de Richemont has been lost on French Frigate shoals, and sixteen of her crew are missing. Capt. Raubt, with the carpenter, cook and three seamen reached Kauai on Sunday in a small boat, and arrived at Honolulu on Wednesday. Capt. Raubt reports that his ship struck the shoals at 4 a. m. October 10th, in a dead calm, and had to be abandoned twenty-four hours later. Two boats with sixteen men are missing, one in charge of the first mate, who is the son of the captain, with seven men, and the other containing the boatswain and seven men. The two boats are without provisions, and a searching expedition may be organized to look for the shipwrecked men. The Constable de Richemont was bound from Hongkong to a South American port.

The boat containing the boatswain and seven of the crew separated from the one containing Capt. Raubt October 14, and took a southerly direction. It is thought that the boat will reach Hawaii safely, as the light reflected from the crater of Mauna loa will serve as a guide from afar.

The other missing boat, containing the first mate and seven of the crew, drifted off in a northerly direction, where it will likely cross the path of Oriental steamers and be picked up.

The French consul has requested the federal authorities to send out the U. S. tug Iroquois in search of the missing boats.

The wrecking of the Constable de Richemont was due to a peculiar mistake. The rock on which she struck was mistaken for a ship and the vessel approached it for the purpose of hailing and requesting provisions, of which the Connetable de Richemont was very short. It is thought that the vessel can be saved yet with the assistance of a tug.

The bark was built in 1901 at Nantes and was of 1,732 net tonnage. On September 5, a few miles off the coast of Japan, the bark was sighted by the Pacific Mail steamer City of Pekin, flying signals of distress. She was then out eighty days from Hongkong, having encountered nothing but calms. She was nearly out of provisions, and after being furnished with a supply of food, proceeded on her journey.

ROCK ISLAND REPORTED.

After a Long Voyage Reaches Dawson From St. Michael.

The Yukon river steamer Rock Island arrived at Dawson Tuesday from St. Michael, according to a telegram received yesterday by the Northern Commercial Company. Much uneasiness was felt at Dawson concerning the safety of the Rock Island, or rather through the fear that she would be unable to reach her destination and thus make the Klondike's supply of winter provisions 200 or 300 tons short, to say nothing of the inconvenience to the passengers and crew of the vessel.

TYEE'S BIG TOW.

Will Go to Dutch Harbor to Bring Meteor South.

The Puget Sound Tugboat Co.'s tug Tyee, Capt. Bollong, leaves today for Unalaska to tow the disabled freight steamer Meteor to Seattle. The question of despatching a tug for the Meteor and the advisability of attempting to tow her back to Seattle has been under consideration by the managements of the Globe Navigation Company, the North American Transportation Company and the Northwestern Commercial Co., for several days, but it was not until yesterday that a decision was reached as to what was best in the premises. The former company owns both the Meteor and Eureka. But the latter is under charter to the Northwestern Commercial Company, which will claim a substantial salvage, while the North American Transportation & Trading Company has the Meteor chartered and owns her entire cargo, something more than 3,000 tons.

As yet it cannot be told what disposition will be made of the cargo. It may be returned in the Meteor or discharged at Unalaska. The Tyee is undertaking a long tow of a large vessel. The tug will proceed up the Aleutian archipelago, through the Shelikoff strait, around by Cook Inlet, and thence by a straight-away open course for 400 or 500 miles to Cross sound and on by the so-called inside Southeastern Alaska passage to Seattle. Much the same course will be taken by the Tyee on her voyage to Unalaska and Dutch harbor, which Capt. Bollong thinks he will be able to make in nine days. The Tyee will be able to carry enough coal to steam her through to Unalaska. Returning she will have to take fuel at way ports possibly several times.

If the Eureka has not already sailed from Unalaska for Seattle, she will receive orders from the Tyee to return.

NANAIMO SOCIALISTS ATTACK RELIGION

The Onslaught Causes Serious Breach in Ranks of The Party.

From Our Own Correspondent.

Nanaimo, Oct. 21.—Local Socialist circles are agitated over the defection of Mr. F. Ogle, who was nominated on the Socialist ticket for Vancouver, but was afterwards found to be disqualified, and, coming on here, later took a strenuous and conspicuous part in Mr. Hawthornthwaite's campaign. The story, partly told in the letter in which Mr. Ogle tenders his resignation to the secretary of the local here, is that at the regular meeting last Sunday evening some of the members attacked Christianity, religion and the Bible, and when Mr. Ogle (who is a devout Methodist) rose to the defence, he was most unmercifully roasted. Slight differences of opinion between Mr. Ogle and some of the extremists have also led to that gentleman being designated in their amiable language, a "fakir" and a "labor skate," and this also has vexed his spirit. It is rather thought that there will be a split in the party, and that Mr. Ogle will, like Lord Rosebery, not plough his furrow alone very long. Nanaimo is awaiting further developments of as nice a little political row as has occurred since the famous falling out of Messrs. Hawthornthwaite and Smith.

Yesterday the Grand Lodge of the I. O. G. T. held its annual meeting at the Good Templars' hall, concluding its business this morning and adjourning to meet in Vancouver next year.

The following officers were elected:

Grand Chief Templar—J. N. Evans, Somenos.

Grand Vice Templar—Mrs. Lewis, Victoria West.

Grand Councillor—A. O. Gothard, Vancouver.

Grand Superintendent of Juveniles—W. J. Brown, Nanaimo.

Grand Electoral Superintendent—Rev. Tait, Duncan.

Grand Treasurer—S. Gough, Nanaimo.

Grand Secretary—A. J. Bell, Somenos.

Assistant Grand Secretary—Miss Alice King, Cedar Hill.

Grand Chaplain—Rev. A. E. Green, Vancouver.

Grand Marshal—R. Laidlaw, Vancouver.

Deputy Grand Marshal—Miss Lucy Vosper, Vancouver.

Grand Inside Guard—F. Neelands, Victoria.

Grand Sentinel—Mr. Williams, Agassiz.

Grand Messenger—W. W. Pawson, Victoria West.

Mr. S. Zuick, who arrived a day or two ago from Dawson, where he has been since the rush in 1897, has brought down with him some sections of the tusks of a mammoth which he dug out of claim 80, Papua, Hunker Creek, at a depth of 72 feet, in the frozen soil. It was unfortunately impossible to get a complete tusk, the ivory having been decayed in places and the weight being so great as to make it difficult to handle.

Mr. Zuick, however, was able to procure four sections about twenty inches long. The largest of these is 23 1-2 inches in circumferences at the thick end and formed part of a tusk the full length of which was thirteen feet. The other three pieces, parts of which are in a very fair state of preservation, are slightly smaller, and all belong to one tusk.

The Rev. Thomas Spurgeon celebrated his 47th birthday on Sunday. The birthday synchronises with the completion of the tenth year of his ministry at the Tabernacle. After the death of his famous father in 1892, the pulpit was occupied temporarily by Dr. A. T. Pierson, but in 1893, Mr. T. Spurgeon was called from Auckland, New Zealand, to assume the duties of the pastorate. In spite of an occasional failure of health, he has succeeded in holding together a great congregation by his plain incisive preaching, and all the Tabernacle agencies are in good working order.

BOOMING THEIR BUSINESS.

Lancaster Clothing Store Announces a Great Reduction Sale.

An announcement of great interest to all who may be in need of clothing and furnishings for the winter appears in this issue of the Colonist from the Lancaster Clothing store, which is located at 23 Johnson street, opposite Store street. The premises have been entirely renovated and a thoroughly fresh and up-to-date stock put in, and some fine bargains are offered the purchasing public.

A grand opening sale of men's and youth's clothing, shoes and gent's furnishings is now on and all the fine new goods in the lines mentioned will be disposed of for the next ten days at a reduction of 25 per cent below regular prices. The management of the business is in competent hands and the public can rest assured that they will receive courteous attention and fair dealing on all occasions.

The Lancaster Clothing Store starts business under the most favorable auspices. Lower Johnson street is rapidly coming to the front as a business centre and with the development of the water front trade in that section will be constantly on the increase.

Fiscal Debates Occupy British

The Unionist Free Food League Formed to Oppose Chamberlain.

Willing to Consider in Friendly Spirit Any Scheme Balfour Submits.

London, Oct. 23.—At a meeting held tonight in Westminster, of the parliamentary committee of the Unionist Free Food League, the Duke of Devonshire was unanimously elected president of the league. Lord Goschen, chancellor of the exchequer in the second administration of Lord Salisbury; Sir Michael Hicks-Beach, who occupied the same office from 1895 to 1902, and C. T. Ritchie, who resigned as chancellor of the exchequer this fall, were elected vice presidents.

The meeting approved the issue of a manifest setting forth the views of the league. Briefly this manifesto expresses the willingness of the league to consider, in a friendly and loyal spirit any definite plan the premier may submit to parliament. It criticises adversely and at considerable length, however, Joseph Chamberlain's proposals, and declares they would impose all the disadvantages of an imperial zollverein with none of its gains and tend to promote the disintegration rather than the union of the empire, while leading inevitably to a policy of protection.

Victor Cavendish, heir to the Duke of Devonshire, who recently was appointed financial secretary to the treasury, speaking at Derby tonight, made some interesting revelations.

He said he also had written a letter resigning his post as treasurer of King Edward's household, but he "did not mail it." He explained that he did not like the idea of retaliation, but now he believed it was necessary to defend their trade. Mr. Cavendish is credited with being a free trader and his consent to remain in the government created comment at the time of the crisis.

Chief Irish Secretary Wyndham, whose declaration on the fiscal question has been awaited with considerable interest which has not been diminished by his successful land bill fight, spoke at Dover tonight. He announced himself as thoroughly in accord with Premier Balfour and Joseph Chamberlain on fiscal matters, and he paid a tribute to the former colonial secretary as "the man who has seen the lack of wisdom of the nation entering the commercial lists without arms and without armor."

The meeting was enthusiastic, and the mention of Mr. Chamberlain provoked some interruption. Replying to the disturbers, Mr. Wyndham declared that Mr. Chamberlain was still of the party, if not of the government; that he had gone ahead to reconnoitre the path for the Unionist army, and that he had resigned in order not to commit the Unionists to follow him unless they were convinced of thewisdom of his course.

Mr. Wyndham said the American tariff of 1896 was the greatest protectionist tariff ever introduced in the history of the world and that its results refuted the declaration that protection killed the industry of a country. This had also been proven, he continued, by recent history in France and Germany.

In conclusion Mr. Wyndham said he was not a protectionist, but a champion of free trade. He was willing to fight for it, but he declared that to discard the armor of retaliation was to enter the contest in a night gown.

Interesting Lecture.—An interesting stereopticon lecture was given last night by Capt. Ritchie at the Salvation Army barracks, when a wide variety of pictures of the scenery of the continent, including pictures taken in the Canadian Rockies, the Yellowstone, and other picturesque parts of North America were shown. Songs were interspersed and at the close of the entertainment refreshments were served to those present.

TAKE INTEREST IN A COAST SAWMILL

Granby Smelter Co. Take Hold of Hastings Manufacturing Company.

(From Thursday's Daily.)

It is authoritatively stated that, as a result of Mr. J. McNair's recent visit to the East, arrangements have been completed whereby Mr. S. H. C. Miner and Mr. A. C. Flumerfelt, respectively president and assistant general manager of the Granby Smelter Company, have become largely interested in the Hastings Shingle Manufacturing Company of Vancouver.

As is already well known, the company is operating several shingle and lumber mills, including four in the state of Washington, i. e., one each at Sumas, Whatcom, Van Buren and Nooksack, and also the combined shingle and red cedar bevel siding mill in Vancouver, which is well known in lumbering circles as the largest shingle mill in the world.

The introduction of these new interests will be a decided acquisition to the company, as both gentlemen occupy an influential and important position in business and financial circles throughout the Dominion. Their connection with the management of the Granby smelter makes both well known throughout the province, while Mr. Miner is prominently associated with the directorate of the Eastern Townships Bank and other financial institutions of the East. The interest they have secured in the Hastings Shingle Manufacturing Company, combined with its general business connections in the East, should place that institution on a stronger basis financially and in every respect than it has ever been before.

An effort will be made to induce these gentlemen to act on the directorate of the company, and to persuade Mr. Flumerfelt to give the company two or three days per month of his valuable time. He will visit Vancouver early next month, when these matters will be discussed and also the question of rebuilding the No. 1 mill, which was recently destroyed by fire.

ANN'S AGE.

Puzzle Problem Which Has Set All America A-Guessing.

The periodical puzzle problem has made its appearance and everybody is trying to figure it out. The problem reads:

"Mary is 24 years old and is twice as old as Ann was when Mary was as old as Ann is now. How old is Ann?"

One of the most interesting solutions which has been offered is the following:

"As usual, let x equal the unknown quantity; then x equals Ann's present age and incidentally Mary's former age; also 24 equals Mary's present age. It is stated that Mary is now twice as old as Ann was at the time mentioned. Then one-half of 24, or 12, equals Ann's previous age. Now the difference between Mary's present age and her former age equals the difference between Ann's present and former age, or—

"24 minus x. equals x minus 12.

"Transposing:

"2 x equals 36; x equals 18. Ann's present age, or Mary's former age."

GAZETTE NOTICES.

Western Steamship Co. Incorporated—Some Minor Appointments.

Few notices of interest appear in this week's issue of the Provincial Gazette:

Wm. E. Curtis, of Lowe Inlet, to be a justice of the peace.

R. St. G. C. Master, of Crofton, to be a justice of the peace.

John Simpson, of Poplar Creek, to be a police constable and a deputy mining recorder for the Trout Lake and Ainsworth mining divisions, with sub-recording office at Poplar.

Notice is given of an application to be made to the legislature to incorporate a company to construct railway, telegraph and telephone lines over a route from Spence's Bridge, on the C. P. R., by way of Nicola, Aspen Grove, Otter Flat, Granite Creek and Princeton, following generally the course of the Similkameen river to the international boundary line either at Osoyoos Lake or Midway, with a branch from Princeton to Copper Mountain.

The following companies have been incorporated: The Western Steamship Company, Limited, with a capitalization of $150,000, for the purpose of acquiring the steamer Wyefield and engaging in general steamship business; the Sharples Mining & Milling Company, Limited, with a capitalization of $300,000; the Cranbrook Sash & Door Company, Limited, with a capitalization of $40,000; Monashee Gold Mines, Limited, with a capitalization of $1,000,000.

The Armstrong Farmers' Exchange, Limited, is incorporated with the objects set forth in the Farmers' Institues and Co-operation Act.

Notice is given that the placer mining claims legally held in Fort Steele mining division and Lillooet district, are laid over from 15th October, 1903, to 1st May, 1904.

"NEWSPAPERIETY."

At a political meeting in New York last week a Tammany man named Delaney was one of the orators. Speaking of certain men whose names are often seen in print, he was about to say that they were fond of newspaper notoriety, but instead, said, "newspaperiety." The new word has "caught on" and on several subsequent occasions has been used to convey the same idea.

STOREHOUSES ON THE BOUNDARY

Two Will Go to Canada And The Other Two to The United States.

When the Alaska Boundary Commission made public its findings and fixed the lines for the boundary between British Columbia and Alaska, it was found that two United States storehouses on the Portland canal would be lost to that country and others retained, says the Seattle Times.

The keys of all four of the storehouses are in the possession of Major John Millis, who is in charge of the United States engineer's office at Seattle. Major Millis is awaiting orders from Washington, D. C., regarding the disposition of the keys. As soon as he has received instructions, Major Millis will formally turn them over to the British representatives.

The storehouses were built in 1896, under the personal supervision of D. D. Gaillard, captain of engineers. He passed through Seattle at that time and procured his supplies, going north on the lighthouse tender Manzanita.

Storehouse No. 1 is situated on Manzanita cove, Wales Island, about 250 yards west of Red Cliff Point. The walls are of rubble masonry laid with Portland cement mortar. Its dimensions are 10x15 by 7 feet 5 inches in the clear, and on one corner is the notice "U. S. Property! Do Not Injure." It was completed on September 28, and the party left a flag flying from a flagstaff sixty feet in height in token of United States occupancy.

Storehouse No. 2 is just south of Lizard Point, Pearse Island. It was erected about the same time and is of the same general dimensions as the first. It is likewise inscribed the same as the first.

In accordance with the ruling of the Boundary Commission, these two will be turned over to Canada. The new line passes down the Portland canal, making Pearse Island and Wales Island part of Canada. The line then passes through Tongass passage, giving to the United States Sitkian Island and all to the westward.

Storehouse No. 3 is on the west side of Halibut bay and Storehouse No. 4 is at Eagle Point, near the head of the Portland canal. The two latter are built of the same material as the others, and are of the same general size. As was the case in the first, upon completion, the American flag was hoisted and saluted by the engineering party.

Capt. Gaillard and his party completed their work on the canal and returned to Seattle, arriving here on October 4, 1896. Capt. Gaillard left a set of keys with Capt. Harry Taylor, who was then in charge of the engineer's office here, and when Capt. Taylor left Seattle, he turned his keys over to Major Millis.

In Capt. Gaillard's report he mentions the fact that these storehouses were in all probability the first masonry buildings ever erected in Alaska. They are neat in construction and would make admirable accommodations for small parties.

Major Millis will keep the keys until orders are received from Washington as to what shall be done with them.

REDUCED MAJORITY.

London, Oct. 23.—Colonial Secretary Lyttleton (Liberal-Unionist) has been re-elected a member of the House of Commons for Warwick and Leamington with a majority of 190.

At the last election Mr. Lyttleton secured a majority of 831.

Invalided Home.—By the Charmer sailing this morning for Vancouver there departed en route home to England from the naval station at Esquimalt nine men. They will travel via the C. P. R. The number includes seven invalids.

SYMPATHETIC STRIKE.

Chicago Garment Workers Accompany New York Comrades Into Idleness

Chicago, Oct. 23.—In sympathy with their fellow-workmen in New York, 1,600 garment workers employed by the International Tailoring Company in Chicago went out on strike today. The strikers, half of whom are women, quit work in response to a telegram received from Eastern officials of the union in sympathy with those in Chicago.

ELIJAH DOWIE.

Thinks People Should be Permitted to Die Without Medical Attention.

New York, Oct. 23.—Elijah Dowie talked on "What a Christian Should do When Sick." He said that when a Christian became ill he should go to the elders of the church for relief and not to a physician. He criticized a decision of the Court of Appeals holding a Zionite indirectly responsible for a child's death because there was no physician in attendance. Dowie said to the Supreme Court of the United States, "for we will maintain the common law, which gives the right to be born and to die without medical attendance."

He would carry the case, if necessary,

May—"Alice isn't at all nervous." Clara—"Not in the least. I've known her to keep cool in a bargain counter rush."—Town and Country.

Criticism of the Stock Exhibits

Mainland Man Makes Suggestions For Betterment of the Fall Show.

Better Prizes Should Be Given For Purely Agricultural Products.

(From Friday's Daily.)

I. G. V. Field-Johnson, writing in the Vancouver Ledger, presents an interesting criticism of the various exhibits at the fall shows. He says:

The Royal Agricultural Association of British Columbia held its annual meeting at New Westminster during the week ending October 3rd and although the live stock exhibits were not so numerous as they should be, yet there were some animals of more than passing excellence.

The Shorthorns as a class were doubtless entitled to the palm of merit of the whole show, the first prize bull being a credit to any country and with proper mating his progeny should have a lasting impression of a high order to the great advantage of British Columbia. For a young country, the females, as a rule, made a most creditable showing and did honor to their respective owners. In criticising it is not always necessary to unduly extol or condemn, but there was one thing that struck the writer very forcibly and that was the absence of the heavy coat of hair which is indicative of the hardihood of the breed, having descended from the Galloway cow, the common ancestors of all true Shorthorns. It may be that the animals exhibited have been housed too much, hence the fineness of their coats. The Ayrshires made a good showing also, but require some more building up before going abroad to compete with other herds. The Jerseys were numerically strong for the breed and with the exception of a few which might perhaps have been better left at home were a most creditable lot of animals and their owners worthy of much commendation. The swine, as a whole, were not up to exhibition form and left much to be desired. The Berkshires, as a class, surpassed all other compeers and may be honestly described as very good, being true to character and exhibited in a condition that was deserving of much praise. The Essex breed came next in order of merit, but are capable of much improvement which it is hoped they will receive.

The sheep division was fairly well tenanted and the competition for class honors lay between the Shropshires and the Southdowns. The Dorsets were good, but will stand quite a lot of building to arrive at the point of excellence.

The Oxford Downs having a larger frame that the other Down breeds, require more liberal treatment to develop their strong points in an impressive manner, such as will commend itself in the show ring, and it was this the exhibits lacked most and the same may be said of the rest of the other breeds in the sheep division.

In the horse division the strong and most imposing feature was the string of Clydes, Percherons and Suffolks brought from Manitoba by Messrs. Galbraith & Sons, in fact, had they been absent a conspicuous void in the show would have been apparent. That they swept all before them in the prize ring goes without saying, and it is hoped that in future years special efforts will be made to induce what may be termed foreign exhibitors, to bring their live stock to the British Columbia agricultural shows. The judging was easy and appeared to give entire satisfaction, but would venture to suggest that in future the judges be empowered to withhold prizes where none of the entries in a class are up to a certain standard of merit. To give prizes to animals that are not even up to a mediocrity is calculated to do more harm than good and lower the standard of the whole show.

In field roots I shall confine my remarks entirely to turnips and mangolds.

The turnips exhibited by the Experimental Farm were even and shapely, but not conspicuously large for picked specimens. The mangolds on any of the stands were not up to the exhibition form either for make or shape, and for size they were very much below it. The soil and climate of the Lower Fraser valley should be particularly adapted to the growth of mangolds of a large size, solid, clean and free from fingers and toes. I am free to confess that they are gross feeders and require much thorough and deep cultivation, but they are worth it. I have grown a great many mangolds in England and took the county prize for the best field, which is a far better test than spoon-fed picked specimens. The largest crop I remember in England weighed out 84 long tons to the acre all over a large field. I make particular mention of mangolds as they are most essential to winter dairying, besides being a splendid food for ewes and lambs in the spring before the grass comes. Of this very valuable field root the Westminster show was conspicuously deficient.

The money value of the prizes for purely agricultural products should be largely added to and less given to the circus performances. Many of the best American associations are eliminating the latter altogether from their shows. The English agricultural societies have never allowed it and they have always been self-supporting without any government subsidy or assistance in any way whatever. I made particular note that not 5 per cent. of the visitors to the show took the trouble to even look at the live stock department. The fact is that agriculture has become a simple side issue to the circus and in the interest of the industry it is time to call a halt.

CHINESE IN AUSTRALIA.

What the "rights of labor" especially of white as compared with colored industry, is beginning to mean in Australia is illustrated in a rather striking manner by a police court report in a Melbourne newspaper. The prisoner, Woh Hoong, a Chinaman, was charged with the heinous crime of working in his laundry after five o'clock in the evening. Prosecuting counsel reminded the court that, according to the local ordinance, no person was permitted to work in a Chinese laundry before half-past seven o'clock in the morning, or after five o'clock in the evening, whereas a policeman had discovered the defendant at work at eight o'clock at night. This statement was substantiated by Officer M'Coll, who testified that he had detected the accused in the very act of folding and unfolding clothes. His place was lit up with a kerosene lamp. When told that it was half-past eight, and that he ought not to be at work, he said: "Me no understand." The defence was that the defendant was not working. A few minutes before the policeman came he had received some clothes from a European, and was merely counting them. The magistrate promptly directed that the prisoner was guilty, because even if he were not actually washing or ironing, he was, by his own admission counting the clothes, which was part of his laundry work. He therefore ordered him to pay $1.25 fine and $12.50 costs, magnanimously allowing him one week in which to pay the money. They do not intend to be "ruined by Chinese cheap labor" in Melbourne.

A regulation has been made in Vienna that all electric lights must be raised to 16 feet above the pavement, as otherwise they are calculated to injure the eyesight of passengers.

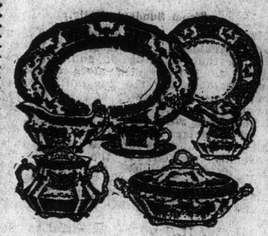
VANCOUVER AGENCY

The Branch Office of THE COLONIST for the Mainland has been Removed to

542 HASTING'S ST.

Where Subscriptions May be Paid and Orders for Printing and Advertising Left. Subscribers and Others Are Cordially Invited to Call at the Above Address and Avail Themselves of the Facilities of the Office.

W. R. CREECH, AGENT.



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REHEATING ON STEEL.

Engineering, reviewing at length extensive research work carried out by Messrs. J. E. Stead and A. W. Richards Middlesbrough, shows that the microscope in each experimental series indicates the same result—that heating at high temperatures causes a great development in the size of the crystalline grains, and reheating to about 870 deg. restores the original or a better structure. If all structural steels in their normal rolled or forged condition are good, they can be readily deteriorated in quality by heating to a temperature a little above that to which steel is most commonly heated previously to rolling or forging. Steel made brittle by such heating, and dangerously brittle by heating at considerably higher temperatures can be completely restored to the best possible condition without forging down to a smaller size or by remelting. Practically all results show that not only are the original good qualities of normally rolled steel, after making brittle, restored by the exceedingly simple treatment of heating to about 900 deg. Cent. for a very short time, but that such steel is made considerably better than it was. It is scarcely necessary to say how important and far reaching to steel workers and engineers this most valuable knowledge is. That brittle "soft steel" can be restored by reheating has been proved, but that carbon steels can be actually made much superior to the original properly forged metal by reheating to 870 deg. and cooling in air is revealed now for the first time. It will be remembered that at the Dusseldorf meeting last year Mr. Stead urged the imperative necessity of reheating to 900 deg. Cent. for forgings, and allowing them to cool in the air to remove accidental brittleness. The results now attained fully justify the statements then made. We would further urge that in every large forge and smith's shop Le Chatelier pyrometers should be introduced, and in addition suitable furnaces for reheating the forgings, and that these should be systematically made use of. From somewhat extensive experience it is known for a fact that in many works steel is forged, rolled and finished at temperatures far above what is the best for the endurance of the steel when put into practical use, and we feel confident that if such appliances were to be intelligently employed, the finished forgings would be greatly improved. It must be acknowledged that it has been upon the inferior enduring properties of such material that engineers have had to base their factors of safety, with the inevitable consequence that on the average much greater margins have been allowed than would be necessary if the steel were invariably obtained in its maximum condition of strength and safety. The system often specified by engineeers, that forgings when being annealed shall not be heated to a temperature high enough to cause a scale is wrong; 870 deg. Cent. is coincident with a blue scale, and the steel is improved by heating till it forms this scale. When the forgings are of unequal section, they may be heated to 850 deg. Cent. to 900 deg. Cent., and be then cooled in air, oil quenched, or treated by any other Sorbyising process till they are a barely visible red, and finally annealed in a furnace at a dull red heat to remove the stresses produced by rapid cooling.

Hallow'een Concert.—A rare treat is in store for those who attend the Hallow'een concert in the Congregational church hall on Wednesday, the 28th inst. Mr. Kinnaird, the choirmaster, is sparing no pains to make this concert strictly first class. The choir will be assisted by Mrs. Gideon Hicks, Miss Nellie J. Bernice Scowcroft, Miss McCoy, who will be heard for the first time in Victoria in Scottish melodies, and Mrs. Gleason, Messrs. W. Allen, A. Spragge, J. R. Wescott, R. Wilson, with Miss Lizzie Scowcroft as accompanist.